

Exhibit No. 1

Tulalip W.T.
Aug 23rd 9

Hon. Commissioner of Indian Affairs
Washington. D.C.

Sir:

I have the honor to forward
herewith for your approval a traveling
expense Voucher amounting to \$4.67.
incurred while visiting Seattle for
the purpose of consulting U.S. Attorney
White, in reference to instituting injunction
proceedings to prevent construction
of Railroad across the Suiionish Ind.
Reservation.

I am Sir

Very Respectfully
W.H. Talbot

U.S. Indian Agent

Exhibit No. 2

Copy - W.H. Telegram.

Tulalip W.A.
Aug 28th 9

To R.D. Bell

Acting Commissioner Indian Affairs
Washington, D.C.

Railroad is being built on Shumish
Reservation. Name of Company Seattle
and Northern. Work suspended at
present. About seven hundred and
twenty yards constructed.

W.H. Talbot
Agent.

Exhibit No. 3

Refer in reply to the following: F
Letter 24365 '89
Authority 20827
1 Incl.

Department of the Interior,

OFFICE OF INDIAN AFFAIRS,

WASHINGTON, September 10, 1889

W. H. Talbott,
U. S. Indian Agent,
Tulalip Agency, W.T.

Sir:

You are hereby advised that authority has been granted you to settle an indebtedness amounting to \$4.67, incurred during the 1st quarter 1890 in traveling to Seattle, W.T. to consult with the U.S. District Attorney, with reference to instituting injunction proceedings to prevent the construction of a railroad across the Swinomish reservation, as evidenced by voucher herewith returned to be filed with your quarterly accounts.

Very respectfully,



Assistant Commissioner

N.B.L.

Exhibit No. 4

OFFICE OF INDIAN AFFAIRS,

WASHINGTON, October 17, 1889.

W.H. Talbott, Esq.,

U.S. Indian Agent,

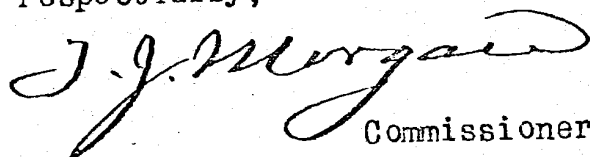
Tulalip Agency

W.T.

Sir:

Referring to recent telegraphic correspondence relative to unauthorized construction of a railroad across the northern portion of the Swinomish Reservation, by the Seattle and Northern Railway Company, you are hereby informed that the Department of Justice, under date of the 1st instant, advised this Department that the U.S. Attorney for Washington Territory has been instructed to investigate the case and take requested action, if such investigation shall show it to be advisable.

Very respectfully,


Commissioner.

arrabee)

Exhibit No. 5

Reply to the following: L.

36624 - 1889.

Department of the Interior,

OFFICE OF INDIAN AFFAIRS,

WASHINGTON, April 26, 1890.

McDonald, Bright & Fay,

Attorneys at Law,

Washington, D.C.

Gentlemen:

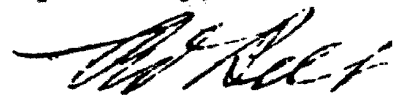
The petition of the Seattle and Northern Railway Company filed by you with the Secretary of the Interior, on December 21st last, in which it is urged that the wishes of the Indians of the Swinomish reservation, in the then Territory, now State of Washington, in regard to a right of way sought to be obtained by said Company across said reservation may be ascertained, &c., and in the event of their giving their consent to such right of way, that this Department may acquiesce therein, having been referred to this office for action thereon, I have to state that the Secretary of the Interior, in a letter to this office dated March 10, 1882, held that "in all cases where right of way for railroads through Indian reservations is not provided for by treaties or agreements by the United States with the Indians, congressional action is necessary to ratify agreements by railway companies with the Indians for such right of way &c."

2.

Right of way for railroads through the Swinomish Reservation not being provided for by treaty or agreement with the Indians of said reservation, the proper course for the Seattle and Northern Railway Company to pursue would be to apply to Congress for the necessary legislation to enable them to procure a right of way through said reservation, upon such terms and conditions with reference to compensation to the Indians &c., as that body may see fit to impose.

It is not the practice of this Department to take the initiative looking to a grant of a right of way through Indian lands, but to require the Railroad Company to apply to Congress in its own behalf.

Very respectfully,



Acting Commissioner.

(Larrabee)

L.

Exhibit No. 6

JOHN P. C. BULLIVANT,
ASSISTANT U. S. ATTORNEY

TACOMA, WASH. Dec. 27th, 1890.

W. H. Tallbott, Esq.,
Tulalip Indian Reservation,
Wash.

Dear Sir,-

In going through ex-United States attorney White's old papers I find a communication from you to the Department of the Interior relating to the building of a railroad to Anacortes from some point on the Skagit river, which railroad crossed the north end of the Swinomish Indian Reservation. These letters were all dated during the year 1889, and upon the strength of your letter and telegram to the Department the U.S.attorney was directed to institute proceedings to prevent the building of the railroad across the said Indian reservation.

Will you please let me know whether the railroad was built, or whether work ceased upon it after the company was notified?

It appears that no suit was ever brought by U.S.attorney White and I am desirous of obtaining some information relating to this matter.. Will you therefore kindly give me what information you can relating to this matter and oblige,

Yours respectfully,

"Dictated."

John P. C. Bullivant
Assistant U.S.Attorney.

Exhibit No. 7

RESOLUTION NO. 77-08-463

Requesting the U. S. Solicitor to Bring Suit against
Burlington Northern Railroad for Trespassing on
Swinomish Tribal Tidelands

WHEREAS, the Swinomish Indian Reservation was established by the Point Elliott Treaty of 1855, and the northern boundary was redefined by an executive order of 1873, and

WHEREAS, the Swinomish Indian Tribal Community is a federally recognized tribe under a constitution and by-laws approved by the Secretary of the Interior pursuant to the Indian Reorganization Act; and the Swinomish Senate is the duly constituted governing body of the Swinomish Indian Tribal Community; and

WHEREAS the Seattle and Northern Railway Company constructed a railroad across tidelands owned by the Swinomish Indian Tribal Community in 1889 without authority from the Commissioner of Indian Affairs and in defiance of efforts by the U. S. Indian Agent and Commissioner of Indian Affairs to stop this construction, and


WHEREAS the Commissioner of Indian Affairs on October 17, 1889, officially notified the Indian Agent that the Department of Justice had advised the U. S. Attorney for Washington Territory to bring action though no action was ever brought, and

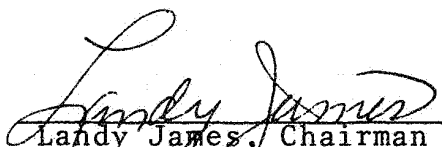
WHEREAS since 1890 other railroad companies have continually owned and used said railroad, with Burlington Northern Railroad being the latest successor in interest, and

WHEREAS the Swinomish Indian Tribal Community has attempted to negotiate a settlement of this trespass since 1970, but Burlington Northern Railroad has refused to accept the terms proposed by the Tribal Community which were based on legitimate appraisals.

NOW BE IT THEREFORE RESOLVED that the United States Solicitor bring a long over due legal action against the unauthorized use of Tribal tidelands by suing Burlington Northern Railroad for trespass and requiring that they remove said railroad from Tribal tidelands.

BE IT FURTHER RESOLVED that Native American Rights Fund attorneys officially represent the Swinomish Indian Tribal Community in assisting the Solicitor with this law suit.


Helen Ross, Secretary
Swinomish Indian Senate


Landy James, Chairman
Swinomish Indian Senate

C E R T I F I C A T I O N

As Secretary of the Swinomish Indian Senate, I certify that the above Resolution was adopted by the Swinomish Indian Senate on the 2nd day of August, 1977, by a vote of 9 For and 0 Against, and that a quorum was present.

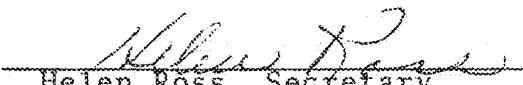

Helen Ross, Secretary
Swinomish Indian Senate

Exhibit No. 8

RESOLUTION NO. 77-12-487

Reaffirming rejection of Burlington Northern Railroad Company's last offer of settlement to the Swinomish Indian Tribal Community for Trespass and renewing request to the United States to file suit against said Railroad for ejectment and damages.

WHEREAS the Swinomish Indian Reservation was established by the Treaty of Point Elliott of 1855, and the northern boundary was redefined by an Executive Order of 1873; and

WHEREAS the Swinomish Indian Tribal Community is a federally recognized Tribe organized under a Constitution and By-Laws approved by the Secretary of the Interior pursuant to the Indian Reorganization Act; and the Swinomish Indian Senate is the duly constituted governing body of the Swinomish Indian Tribal Community; and

WHEREAS the Seattle and Northern Railroad Company constructed a railroad across tidelands owned by the Swinomish Indian Tribal Community in 1889 without authority from the Commissioner of Indian Affairs and the Swinomish Indian Tribal Community; and

WHEREAS the Burlington Northern Railroad Company is the latest in a continuous stream of successors in-interest to own and use said Railroad without proper authorization from the Swinomish Indian Tribal Community and the United States; and

WHEREAS the Swinomish Indian Tribal Community has attempted to negotiate a settlement of this trespass since 1970; and

WHEREAS the last settlement offer made by Burlington Northern Railroad to the Senate of the Swinomish Indian Tribal Community was \$150,000 for past, present and future right to a railroad right-of-way; and

WHEREAS the Senate of the Swinomish Indian Tribal Community has rejected said offer as being substantially less than just and adequate compensation for this continuous flagrant trespass of some 87 years; and

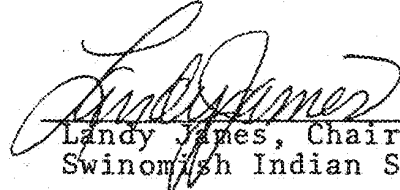
WHEREAS the Senate of the Swinomish Indian Tribal Community desires to reaffirm its rejection of said \$150,000 settlement offer from Burlington Northern Railroad and renew its request to the United States to bring suit for ejectment and damages against said railroad company as originally requested in Senate Resolution 77-08-463;

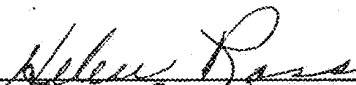
Resolution No. 77-12-487

2

NOW THEREFORE BE IT RESOLVED that the Senate of the Swinomish Indian Tribal Community in session this 7th day of December, 1977, with a quorum present does hereby reaffirm its rejection of Burlington Northern Railroad Company's inadequate settlement offer of \$150,000 for all past, present and future damages for trespass on Tribal tidelands.

BE IT FURTHER RESOLVED that the Senate renew its request to the United States to bring suit for ejectment and damages against the Burlington Northern Railroad Company as per our Resolution No. 77-08-463.


Landy James, Chairman
Swinomish Indian Senate


Helen Ross, Secretary
Swinomish Indian Senate

C E R T I F I C A T I O N

As Secretary of the Swinomish Indian Senate, I hereby certify that the foregoing Resolution was adopted at a Regular meeting of the Swinomish Indian Senate held on the 7th day of December, 1977, at which time a quorum was present and the Resolution was adopted by a vote of 8 For and 0 Against.



Helen Ross, Secretary
Swinomish Indian Senate

Exhibit No. 9

Tribal Operations
064.1- Swinomish

Western Washington Agency
3006 Colby Avenue, Federal Building
Everett, WA 98201

August 15, 1977

Black

Memorandum

To: Area Director, Portland Area
Attention: Tribal Operations

From: Superintendent

Subject: Swinomish Resolution No. 77-08-463 - Tribal Tideland
Trespass.

Enclosed for your information and action is the subject resolution which requests that the Solicitor bring action against Burlington Northern Railroad for trespass on tribal tidelands. The Tribe also requests that the attorneys with the Native Rights Fund assist the Solicitor in the law suit.

This matter has been the subject of recent discussion with regards to prosecution of claims on behalf of the Swinomish Tribe as the owner of lands held in trust by the Government. It appears that this resolution is a major step in the preparation by the Tribe in its litigation reports for action against the Burlington Northern Railroad to recover damages resulting from trespass on Swinomish Tribal tidelands.

It is our recommendation that this resolution be reviewed with the Office of the Regional Solicitor for action.

WCH:R
Superintendent

Enclosure

cc: The Swinomish Senate
Pink copies - Reading files
Subj.
Br. Chrono
Master Chrono
WMABlack:bhw:8-12-77

C

Requesting the U. S. Solicitor to Bring Suit against
Burlington Northern Railroad for Trespassing on
Swinomish Tribal Tidelands

*Rec'd - 8-1-77
Runt - PAO w/ltc*

WHEREAS, the Swinomish Indian Reservation was established by
Point Elliott Treaty of 1855, and the northern boundary was
defined by an executive order of 1873, and

WHEREAS, the Swinomish Indian Tribal Community is a federally
recognized tribe under a constitution and by-laws approved by the
Secretary of the Interior pursuant to the Indian Reorganization
Act and the Swinomish Senate is the duly constituted governing
body of the Swinomish Indian Tribal Community; and

WHEREAS the Seattle and Northern Railway Company constructed
a railroad across tidelands owned by the Swinomish Indian Tribal
Community in 1889 without authority from the Commissioner of Indian
Affairs and in defiance of efforts by the U. S. Indian Agent and
Commissioner of Indian Affairs to stop this construction, and

WHEREAS the Commissioner of Indian Affairs on October 17, 1889,
officially notified the Indian Agent that the Department of Justice
advised the U. S. Attorney for Washington Territory to bring
action though no action was ever brought, and

WHEREAS since 1890 other railroad companies have continually
used and used said railroad, with Burlington Northern Railroad
being the latest successor in interest, and

WHEREAS the Swinomish Indian Tribal Community has attempted to
obtain a settlement of this trespass since 1970, but Burlington
Northern Railroad has refused to accept the terms proposed by the
Tribal Community which were based on legitimate appraisals.

NOW BE IT THEREFORE RESOLVED that the United States Solicitor
bring a long over due legal action against the unauthorized use of
tidelands by suing Burlington Northern Railroad for trespass
requiring that they remove said railroad from Tribal tidelands.

BE IT FURTHER RESOLVED that Native American Rights Fund attorneys
officially represent the Swinomish Indian Tribal Community in
bringing the Solicitor with this law suit.


Randy James, Chairman
Swinomish Indian Senate


Mike Ross, Secretary
Swinomish Indian Senate

Exhibit No. 10

BURLINGTON NORTHERN

Woodrow L. Taylor
Regional Counsel

September 27, 1977

RECEIVED
Lawrence D. Silverman
Associate Regional Counsel
Oct 3 10 32 AM '77
BUREAU OF INDIAN
AFFAIRS
PORTLAND AREA

Mr. John Bendetto
Superintendent
Western Washington Agency
Bureau of Indian Affairs
Federal Building
Everett, Washington 98201

RE: Application for Railroad Right-of-Way Across
Swinomish Indian Reservation

Dear Mr. Bendetto:

The Swinomish Indian Tribe claims ownership to the tidelands adjacent to a portion of Padilla Bay and Swinomish Slough where Burlington Northern's railroad right-of-way and bridge cross the same. Without conceding said ownership, but on the assumption that the Tribe may be correct in contending the said lands were included in the Reservation at the time of the initial grant, Burlington Northern applies to the Secretary of Interior for a railroad right-of-way across said lands under the authority of the Act of March 2, 1899, Chapter 374, 30 Stat. 990 (25 U.S.C. 312 et seq.). Said application is made without the consent of the Swinomish Indian Tribe being first obtained for the reason that a right-of-way grant under said Act does not require said consent. We expect to justify our legal position with the Secretary of Interior by legal memorandum in support of the view that the Act of 1899 granted to railroads a right-of-way across Indian reservations without regard to whether Indian tribal consent is sought or obtained, and has not been superseded by the Act of 1948, which appears to require said consent. We understand, however, that the policy of the Department is that all such applications (whether under the 1899 Act or the 1948 Act) be processed through the Bureau of Indian Affairs, and the regional office of the Bureau at Portland has further informed us that your office is the place to make the filing.

SITC000008084

Mr. John Bendetto
September 27, 1977
Page 2

Accordingly, attached to this letter application will be found the following instruments:

1. Certified copy of Resolution of the Board of Directors of the railroad dated September 12, 1977, authorizing this application.
2. Three original tracing linens and four reproductions of a map of definite location, together with the certification of the Chief Engineer and President of the railroad as required by the Code of Federal Regulation rules.
3. Stipulation with respect to maintenance of right-of-way applied for, executed by the President.
4. Check in the sum of \$20,858.00, representing the total estimated consideration and damages due for said railroad right-of-way in its present location on said lands.
5. Certification by the MAI appraiser that said amount represents in his view the fair value thereof. Upon request we are prepared to submit a full appraisal report with respect to the matter and basis for the determination of said amount.

Burlington Northern will require return of two of the original tracing linens and two reproductions showing approval by the Department of Interior.

For your general information, Burlington Northern's line of railroad over these lands was constructed in 1890. A valid permit exists from the Corps of Engineers for the placement and maintenance of the bridge across the Swinomish Slough channel as it now exists. It is the railway's belief that the Swinomish Slough channel is not included within the Reservation and the Tribe does not hold ownership to the bed of the Slough channel, even if it is correct in its assertion that it owns the tidelands adjacent thereto. Nevertheless, the map of definite location was drawn so as to

Mr. John Bendetto
September 27, 1977
Page 3

include the applicant's right-of-way and bridge across both the tidelands and the Swinomish Slough channel, so that if the Tribe is correct in its contention with respect to the ownership of the bed of the Slough, the grant of right-of-way by the Secretary of Interior will include the same. The map of definite location was premised on the existing physical conditions, particularly with respect to the location and width of the Swinomish Slough, which we considered a preferable method of depicting the physical conditions, although we can if necessary provide a map prepared about the turn of the century which would depict the then condition of the terrain that the right-of-way was originally constructed on.

Anticipating that this application will be forwarded to the regional office for consideration, we are copying this application letter and one copy of each of the enclosures to it for its advance review. Although we have attempted to scrupulously follow the Code of Federal Regulations with respect to such an application, please advise immediately if there is any other material that you feel necessary to process this application. Your prompt processing of said application will be appreciated.

Very truly yours,


Woodrow L. Taylor
Regional Counsel

WLT/mb

Encl.

cc: ~~Mr.~~ Wilford G. Bowker, Chief
Branch of Real Property Management
Bureau of Indian Affairs
Portland, Oregon
Attention: Mr. Jack Glasgow

Mr. Robert S. Pelcyger
Native American Rights Fund

BURLINGTON NORTHERN INC.

CERTIFICATE

I, F. A. DEMING, hereby certify that I am one of the Assistant Secretaries of Burlington Northern Inc. (the Company); that as such Assistant Secretary I am one of the keepers of the records and corporate seal of the Company; that attached hereto is a true and complete copy of certain resolutions duly adopted at a meeting of the Board of Directors of the Company held in St. Paul, Minnesota, on September 12, 1977, at which a quorum was present and acting throughout; and that said resolutions have not been altered, amended or repealed and remain in full force and effect.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the corporate seal of the Company this 20th day of September, 1977.


Assistant Secretary

RESOLVED, that the survey of definite location of this Company's line of railway, made under the direction of B. G. Anderson, Assistant Vice President-Engineering of this Company, as accurately represented on the map now submitted and approved, which map has attached thereto affidavit of said B. G. Anderson dated August 29, 1977, verifying the accuracy thereof, is on file in the office of the Assistant Vice President-Engineering of this Company and is entitled:

MAP OF DEFINITE LOCATION
BURLINGTON NORTHERN INC.
RAILROAD RIGHT OF WAY
SWINOMISH INDIAN RESERVATION
SECTION 2, T. 34 N., R. 2 E. W. M., SKAGIT CO., WA.
SCALE: 1" = 400' JULY 15, 1977

be, and the same is, hereby designated and adopted as the definite location of this Company's line of railway.

RESOLVED, that the proper officers of this Company be, and they are, hereby authorized and directed, for and on behalf of this Company and in its name, (a) to present the map referred to above, together with application for right-of-way for location of this Company's line of railway as represented thereon, for the approval of the Secretary of the Interior, (b) to execute such stipulation or stipulations as the Secretary of the Interior may require and containing such terms and conditions as the officers executing said stipulation or stipulations may in their discretion approve, the execution of such stipulation or stipulations by said officers to evidence the discretion hereby conferred, and (c) to do whatever may be necessary or proper in order to give full effect hereto and to carry out the purposes and intent hereof.

STIPULATION WITH RESPECT TO MAINTENANCE OF
RIGHT OF WAY APPLIED FOR

Burlington Northern Inc., Applicant, expressly agrees as follows with respect to the right of way applied for, as described in the accompanying Application:

- (a) To maintain the right of way in a workmanlike manner;
- (b) To pay promptly all damages and compensation in addition to the deposit made, pursuant to Section 161.4, determined by the Secretary, to be due the landowners and authorized users and occupants of the land on account of maintenance of said right of way;
- (c) If required by law, to indemnify the landowners and authorized users and occupants of said right of way against any liability for loss of life, personal injury and property damage arising from the maintenance, occupancy or use of the lands by the Applicant, its employees, contractors and their employees or subcontractors and their employees;
- (d) To keep clear the lands within the right of way to the extent compatible with the purpose of the right of way; and to dispose of all vegetation and other material cut, uprooted, or otherwise accumulated, in the maintenance of said right of way;
- (e) To take soil and resource conservation and protection measures, including weed control, if appropriate, on the land covered by the right of way;

- (f) To do everything reasonably within its power to prevent and suppress fires on or near the lands to be occupied under the right of way;
- (g) To build and maintain necessary and suitable crossings for all existing roads that intersect the right of way;
- (h) Upon revocation or termination of the right of way, the Applicant shall so far as is reasonably possible restore the land to its original condition;
- (i) At all times to keep the Secretary of Interior informed of its address and principal place of business, together with the names and addresses of its principal officers;
- (j) To the extent that the law would otherwise be applicable, not interfere with the use of the lands by or under the authority of the landowners for any purpose not inconsistent with the primary purpose for which the right of way is granted;
- (k) To use all precautions possible to prevent forest fires and to suppress such fires when they occur;
- (l) To permit the crossing, in a manner satisfactory to government officials in charge, of the right of way by canals, ditches, and other projects.
- (m) That said right of way is for an existing line of common carrier railroad (Anacortes-Burlington branch main line) and has been continuously operated as such since 1890. It is an integral part of the transcontinental railway system of Burlington Northern serving vital industries and communities located in the area.

DATED this 19th day of SEPTEMBER, 1977.

BURLINGTON NORTHERN INC.

By Thomas J. Loughlin
President, Transportation Division

Burlington Northern Inc.
St. Paul, Minnesota 55101

N^o 2411

AMOUNT

\$20,858.00

Date September 21, 1977

Twenty Thousand Eight Hundred Fifty-eight and No/100-
Pay to the order of

Department of the Interior
Washington, D.C.

APPROVED FOR PAYMENT

To Treasurer Burlington Northern, Inc.
Thru First National Bank, St. Paul, Minnesota 55101

W. R. Kenard
Vice President
FORM 30240 1-78 PRINTED

⑈0960⑈000⑈1⑈ 12⑈02157⑈

DETACH CHECK BEFORE PRESE
FOR PAYMENT

2411
FOR:

Payment of estimated consideration and damages for railroad
right of way in its present location as shown on Map of
Definite Location involving Burlington Northern Inc. Railroad
Right of Way across the Swinomish Indian Reservation dated
July 15, 1977 covering portions of the Padilla Bay Tide Lands
and Swinomish Slough channel bed abutting or lying in front
of Lots 1 through 5 of Sec. 2, T. 14 N., R. 2 E., W.M.,
Skagit County, Washington.

THIS IS YOUR RECORD

\$20,858.00

APE Pending

File: 1834 Whitney, WA.

Acct. 743.20.03

M 30240 1-78

BURLINGTON NORTHERN INC.

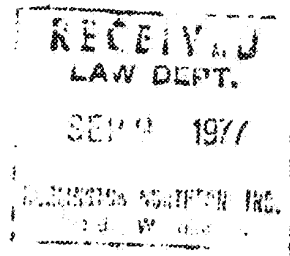
SITC000008091

John E. Miller

—AMERICAN INSTITUTE OF
REAL ESTATE APPRAISERS

September 6, 1977

PHONE — 734-3420
1401 ASTOR AT "J"
BELLINGHAM, WASHINGTON 98225



Western Washington Indian Agency
Everett, Washington

RE: Burlington Northern Railway Right of Way
Swinomish Tidelands

Dear Sir:

At the request of Burlington Northern Inc., I have examined and appraised the property occupied by Burlington Northern trackage across tidelands in front of the Swinomish Indian Reservation in Section 2, Township 34 North, Range 2 East, W.M., Skagit County, Washington, for the purpose of determining the current Fair Market Value and damages, if any, as a basis for deposit of estimated consideration pursuant to Title 25 CFR, Section 161.14. As of the date of this letter, I find the value of the lands to be acquired by Burlington Northern to be \$20,858. This computation is based upon a right-of-way 60 feet wide and approximately 3,029 feet long, a total of 4.17 acres

I have determined that the lands remaining will not sustain any severance damages by reason of the location, construction and operation of Burlington Northern, and I have further determined that no damages will result from the survey, if any, for location and construction of said railway.

I have also examined the area of Swinomish Slough which is occupied by Burlington Northern's bridge and approaches, and it is my conclusion that as long as the Slough is burdened with a navigational servitude, the underlying fee has no recognizable market value and the use of the Slough for purposes of construction and operation of a railroad bridge does not damage or diminish the value of the underlying fee in any respect.

I therefore certify that the market value as of the date of this certificate totals ----- \$ 20,858.00 -----

Very truly yours,

John E. Miller
John E. Miller, M.A.I.

JEM:ab

Administration

Western Washington Agency
3006 Colby Avenue Federal Building
Everett, WA 98201

September 28, 1977

Mr. Lawrence D. Silvernale
Attorney at Law
810 Third Avenue
Seattle, WA 98104

Re: Application for Railroad Right-of-Way Across
Swinomish Indian Reservation

Dear Mr. Silvernale:

This will acknowledge receipt this date of Application for Railroad Right-of-Way Across Swinomish Indian Reservation dated September 27, 1977, together with maps. Upon completion of local review, we will forward it to the Portland Area Office for further review and response.

Sincerely yours,

Superintendent

cc: sub
Chronies
PThreeStars:gg

SITC000008096